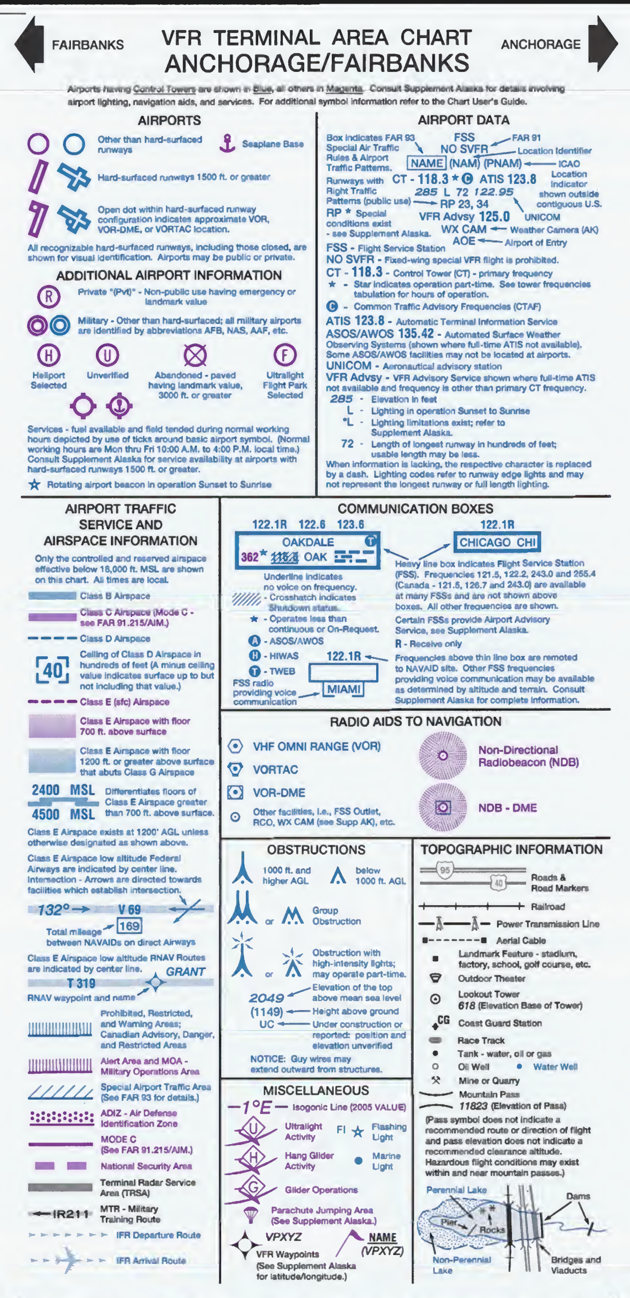

VFR TERMINAL AREA CHART ANCHORAGE/FAIRBANKS

FAIRBANKS ← → ANCHORAGE

SCALE 1:250,000

Lambert Conformal Conic Projection

Standard Parallels: Anchorage 57°20' and 62°40'/ Fairbanks 64°30' and 65°00'

Horizontal Datum: North American Datum of 1983 (equivalent to World Geodetic System 1984)

65TH EDITION EFFECTIVE 0901Z 3 JUN 2010 TO 0901Z 18 NOV 2010

Includes airspace amendments effective 3 JUN 2010 and all other aeronautical data received by 8 APR 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the SUPPLEMENT ALASKA Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTROL TOWER FREQUENCIES ON ANCHORAGE TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
ELMENDORF AFB	CONTINUOUS	127.2 352.05	121.8 275.8	124.3 273.5	PAR
KENAI	0600-2200 1 MAY-30 SEP 0700-2100 1 OCT-30 APR	121.3* 239.3	121.9	120.3	
LAKE HOOD SPB & STRIP	CONTINUOUS	126.8		125.6	
MERRILL	0700-2400 1 MAY-31 AUG 0700-2200 1 SEP-30 APR	126.0	121.7	124.25	
STEVENS ANCHORAGE INTL	CONTINUOUS	118.3 257.8	121.9 338.25	118.4	

CLASS B, CLASS C, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ANCHORAGE CLASS C	118.6 290.5 (250°-330° ABOVE 1500') 119.1 363.2 (250°-330° 1500' AND BELOW) 118.6 290.5 (331°-045° ABOVE 2500') 119.1 363.2 (331°-045° 2500' AND BELOW) 126.4 257.9 (046°-205°) 123.8 257.9 (206°-249°)	CONTINUOUS
ELMENDORF AFB RADAR	118.6 290.5	CONTINUOUS

SPECIAL USE AIRSPACE ON ANCHORAGE TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" on altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2203 A, B	TO 11,000	0500-2400 MON-FRI † 24 HRS IN ADV	STEVENS ANCHORAGE INTL ATCT	118.6
R-2203 C	TO 5000	0500-2400 MON-FRI † 24 HRS IN ADV	STEVENS ANCHORAGE INTL ATCT	118.6

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EFF. DATE 10154

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Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, SSMC- 4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

CAUTION: Before landing fixed-wing aircraft on the lands or waters within the boundaries of lands administered by the National Park Service (NPS) and U.S. Fish and Wildlife Service (FWS), pilots should check with the respective agencies for any closures that may be in effect. The landing of helicopters is prohibited on the lands and waters within the boundaries of the lands administered by the NPS, FWS, and U.S. Forest Service (USFS) Wilderness areas. Contact information for any portions of these areas contained on this Sectional Chart can be found in the chart margin. For contact information for all these areas in Alaska, see Supplement Alaska (Area Notices).

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters administered by the NPS, FWS, or USFS Wilderness areas. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife (16 USC 742j-1; 50 CFR Part 19). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Kenai NWR - Soldotna, AK - (907) 262-7021
Tetlin NWR - Tok, AK - (907) 883-5312
Chugach National Forest - (907) 743-9500
Denali National Park and Preserve - (907) 683-2294
Wrangell - St. Elias National Park and Preserve - (907) 822-5234

Arctic NWR - Fairbanks, AK - (907) 456-0250
Innoko NWR - McGrath, AK - (907) 524-3251
Kanuti NWR - Fairbanks, AK - (907) 456-0329
Koyukuk/Nowitna NWR - Galena, AK - (907) 656-1231
Yukon Flats NWR - Fairbanks, AK - (907) 456-0440
Gates of the Arctic National Park and Preserve - (907) 692-5494 / (907) 457-5752
Western Arctic National Parklands - (907) 442-3890 (Kotzebue) / (907) 443-2522 (Nome) / (907) 644-3626 (Chief Ranger)
Includes: Noatak National Preserve, Cape Krusenstern National Monument, Kobuk Valley National Park, and Bering Land Bridge National Preserve

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CONTROL TOWER FREQUENCIES ON FAIRBANKS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
EIELSON AFB	0700-2300	127.2 352.05	121.8 275.8	119.9 273.5	
FAIRBANKS INTL	CONTINUOUS	118.3 257.8	121.9	124.4	
LADD AAF	0700-2300 MON-FRI EXC HOL	125.0 241.0	121.7 261.3	134.25	ASR/PAR

CLASS B, CLASS C, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
FAIRBANKS TRSA	125.35 363.2 (180°-359°) 126.5 381.4 (360°-179°)	CONTINUOUS

SPECIAL USE AIRSPACE ON FAIRBANKS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" on altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2202 B	TO BUT NOT INCL 10,000	0700-1800 MON-FRI †	ANCHORAGE CNTR	135.3 322.5
R-2202 C	10,000 TO FL 310	INTERMITTENT BY NOTAM	ANCHORAGE CNTR	135.3 322.5
R-2205	TO 20,000	0700-1900 MON-FRI †	FAIRBANKS INTL ATCT	126.5
R-2206	TO 8800	CONTINUOUS	NO A/G	
R-2211	TO FL 310	0800-1800 MON-FRI O/T BY NOTAM FROM USAF	FAIRBANKS INTL ATCT	126.5

MOA NAME	ALTITUDE*	TIME OF USE †	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BIRCH	500 AGL TO 5000	0800-1800 MON-FRI	ANCHORAGE CNTR	135.3 322.5
EIELSON	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.3 322.5
VIPER A	500 AGL TO 10,000	INTERMITTENT 0700-2200 MON-FRI	FAIRBANKS INTL ATCT	126.5
VIPER B	10,000	INTERMITTENT 0700-2200 MON-FRI	ANCHORAGE CNTR	133.1 285.4
YUKON 1	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	133.1 285.4
YUKON 2	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	133.1 285.4

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† - Other times contact USAF SUAIS or FAA FSS, see SUAIS in Supplement Alaska.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands)	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30
METERS (Thousands)	0	1	2	3	4	5	6	7	8	9						

GROUND ELEVATIONS IN FEET: 8675, 7000, 5000, 3000, 2000, 1000, Sea Level. CONTOUR INTERVAL 500'

Entire area of this chart is within the ALASKA Standard Time +9 (=8 DT)=UTC

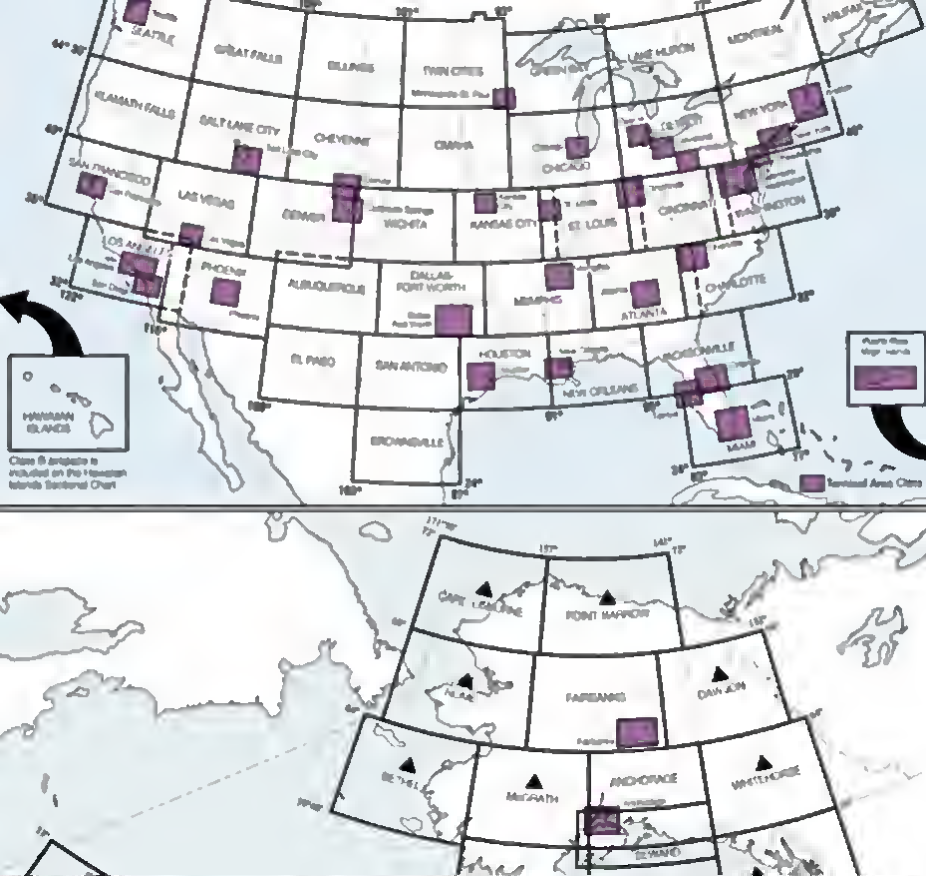
MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 to 12 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment will be indicated in the Associated Data Section of the Supplement Alaska.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.


SEATTLE
GREAT FALLS
BILLINGS
TWIN CITIES
GREEN BAY
LAKE HURON
MONTREAL
KLAMATH FALLS
SALT LAKE CITY
CHEYENNE
OMAHA
CHICAGO
CLEVELAND
NEW YORK
SAN FRANCISCO
LAS VEGAS
DENVER
WICHITA
KANSAS CITY
ST. LOUIS
CINCINNATI
WASHINGTON
LOS ANGELES
PHOENIX
ALBUQUERQUE
DALLAS-FORT WORTH
MEMPHIS
ATLANTA
CHARLOTTE
EL PASO
SAN ANTONIO
HOUSTON
JACKSONVILLE
NEW ORLEANS
MIAMI
BROWNSVILLE
HAWAIIAN ISLANDS
Class B airspace is included on the Hawaiian Islands Sectional Chart
Terminal Area Charts
CAPE LISBURNE
POINT MARROW
NOME
FAIRBANKS
DAN JON
BETHEL
McGRATH
ANCHORAGE
WHITEHORSE
BEMIDJI